

Study Area B

Recommendations and Principal Reasons

Study Area B is located in the northwest portion of Miami-Dade County, and includes a portion of the City of Hialeah, and all of Hialeah Gardens. Application No.5 filed by the City of Hialeah seeks to redesignate a parcel from open land in the Cities of Hialeah and Hialeah Gardens to industrial use and to extend the Urban Development Boundary (UDB) to include the property. Application No. 5 also included a text change, which is to make changes to "Open Land Subareas" map and related text in the Land Use Element to exclude the subject area.

Application Number	Applicant/Representative Location (Acres)	Recommendations for...
	REQUESTED CHANGE TO THE CDMP and LAND USE PLAN MAP	•DISPOSITION •TRANSMITAL
5	City of Hialeah / Augusto E. Maxwell, Esq. Between NW 97 Avenue and the Turnpike (HEFT) and between NW 154 Street and NW 170 Street (793.8 Gross Acres). 1) Move the 2005 Urban Development Boundary to encompass the application area 2) Change to "Open Land Subareas" map and related text in the Land Use Element to exclude the subject area. 3) From: Open Land To: Industrial and Office Standard Amendment	ADOPT WITH CHANGE by adding 347 acres to this application site (the area bounded by NW 170 Street, NW 97 Avenue and the Turnpike) and by adding roadway lane changes to LUP map and to Figures 1 and 3 in the Traffic Circulation Subelement TRANSMIT

Application No. 5

Location: Between NW 97 Avenue and the Turnpike (HEFT) and between NW 154 Street and NW 170 Street (793.8 Gross Acres)

Requested Amendment to the CDMP and Land Use Plan Map:

- 1) Move the 2005 Urban Development Boundary to encompass the application area
- 2) Change to "Open Land Subareas" map and related text in the Land Use Element to exclude the subject area.
- 3) From: Open Land
To: Industrial and Office

Recommendation: ADOPT WITH CHANGE by extending the application site to include the area bounded by NW 170 Street, NW 97 Avenue and the Turnpike and TRANSMIT

Principal Reasons for Recommendation:

1. The Department recommends that the application be approved with change. The change would be to redesignate to “Industrial and Office” and to include within the 2005 Urban Development Boundary (UDB) the area bounded by NW 170 Street, NW 97 Avenue and the Turnpike. With this addition, the application site would be a triangle bounded by NW 154 Street, NW 97 Avenue and the turnpike. This change would add 347 acres to the application site resulting in a total of 1,140.8 gross acres. The Urban Development Boundary (UDB) is included on the Land Use Plan (LUP) map to distinguish the area where urban development may occur through the year 2005 from areas where it should not occur.
2. The application site is located within the 2015 Urban Expansion Area (UEA) Boundary. The UEA is comprised of that area located between the 2005 UDB and the 2015 UEA Boundary. The Urban Expansion Area is the area where current projections indicate that further urban development beyond the 2005 UDB is likely to be warranted some time between the year 2005 and 2015.
3. Also, the application site with the addition of the 347 acres to the north will provide a man-made barrier, the Turnpike, to delineate the UDB. The 347-acre parcel is located in section 8 of Township 52 South and Range 40 East in unincorporated Miami-Dade County. The Florida Turnpike will serve as a hard barrier discouraging further western expansion of the UDB.
4. The Department supports the proposal for industrial development of this property. The City of Hialeah in Resolution 05-39 stated that its intention is to include industrial, a park and governmental facilities in its portion of the application site, Section 17. According to the application, the Hialeah Heights Plan calls for a 30-50 acre park, a governmental facility (potentially a fire station), industrial warehouses and other compatible mixed uses. Furthermore, the Resolution stated that the portion of the application site west of NW 107 Avenue, which is located in the City of Hialeah Gardens, “may be suitable for parks, open space, wetlands mitigation, water retention or such future uses as proposed in the adjoining parcel.”

Industrial activities are more compatible than residential development with the rock mining activities occurring just west of the application site in the Lake Belt Area. The vibrations created by blasting activities at rock mines are not compatible with residential development.

5. For this application to be feasible, transportation improvements will need to be added to the Transportation Element. Currently the subject project is accessed with largely unpaved roads. With the project as proposed, NW 154 Street between the Palmetto Expressway and I-75 will see its Level-of-Service deteriorate from D to F. I-75 between the Palmetto Expressway and NW 186 Street will deteriorate from C to F. Traffic counts are not available for the other roadways serving the application site. An interchange

between NW 154 Street and I-75 is planned as a Priority 2 improvement (2010-2015) in the Miami-Dade County Transportation Plan Update to the Year 2025.

All the section-line roads serving the application site are currently consisting of two lanes and need to be widened to either four or six lanes with the application. The roadway segments needing more capacity include NW 97 Avenue between NW 186 Street and Okeechobee Road, NW 107 Avenue between NW 170 Street and Okeechobee Road, NW 186 Street between I-75 and NW 97 Avenue, NW 170 Street between I-75 to NW 107 Avenue and NW 154 Street between I-75 and the Homestead Extension of the Florida Turnpike. All these roadway segments will need to be designated as Major Roadways (3 lanes or more) on the LUP map and as County or state minor arterials on Figure 3, Roadway Functional Classification-2015, in the Traffic Circulation Subelement. These roadway segments with the appropriate number of lanes will also need to be added to Figure 1, Planned Year 2015 Roadway Network, in the Traffic Circulation Subelement. Further study is required to ascertain the actual number of lanes needed for each roadway segment. In addition, further study will be needed to determine if an interchange is feasible at NW 170 Street and I-75.

6. A large parcel of land in this location with potential connection to I-75 and the HEFT offers industrial and office tenants ready access to the Gold coast market to the north. Even though MSA 3.1 has 743.9 acres of vacant industrial land, much of it is in small parcels, not well located near major transportation facilities and does not offer the opportunity for development of a new, well designed industrial/office park with high visibility from the two adjacent major highways.

Moreover, a study done by the Department fairly recently, which traced the history of a large sample of industrial land vacant in 1985, revealed that 60 percent of it was converted to a use other than industrial over the next 15 years. Mostly, this has been for some type of commercial activity but more recently, due to the tight supply of residential land, industrial land is being purchased for this purpose. Given that development of the site and providing the proper access would take a few years, this land would likely come on the market for industrial/office use at just about the right time.

7. The area needs a good balance between jobs and housing to reduce the need for residents to commute out of the northwest area. The proposed "Industrial and Office" designation on the property, which can permit office buildings, hotels, warehouses, wholesale showrooms, distribution centers, research facilities, manufacturing plants, utility facilities, institutional uses and small shopping centers (to serve the needs of workers in the industrial area); can help facilitate this balance.
8. Industrial development of the application site will facilitate the cleanup of environmental contaminants in this area by developers. Operational and non-operational solid waste sites of Peerless Properties, Turnpike Transfer, C & C and Florida Recycling extensively cover Section 17, which is the eastern 640 acres of this application site. Ammonia at levels exceeding the County standards has been found in the groundwater under the solid waste sites operated by two of the four firms. Iron at levels exceeding the County

standards has been found in the groundwater under the solid waste sites operated by one firm. Aluminum at levels exceeding the County standards has been found in the groundwater under the solid waste site operated by another firm. The Peerless property is subject of ongoing environmental litigation. The cost for cleaning up potentially contaminated land to meet industrial standards is lower than the costs for cleaning up the land for residential purposes.

The only other environmental concerns in this area is wetlands and flood protection. The application site is located within the East Turnpike Wetland Basin. A Class IV Wetland permit with appropriate mitigation will be required prior to wetland impacts.

9. The application site has no known impact on historic resources and limited impact on public services. A severe impact to fire and rescue services could occur since the response time for life threatening services is 14 minutes. However, the City of Hialeah is considering a fire station for this area.

Study Area B Description

Study Area B is a large 42 square mile area of northwestern Miami-Dade County. This Study Area is comprised of MSA 3.1, an area for which the Department regularly produces socio-economic data and projections. The Area is bounded by the Miami-Dade/Broward County line on the north, Red Road (NW 57 Avenue) and LeJeune Road (NW 42 Avenue) on the east, the Little River Canal on the south, Okeechobee Road on the southwest, and Levee 30 on the west. (See Figure B-1.) Approximately one half of this Study Area is unincorporated. The portion that is incorporated includes approximately the northern half of Hialeah and the cities of Hialeah Gardens and Miami Lakes in their entirety.

Environmental Conditions and Considerations

In Study Area B, very poorly drained Dania Muck Depressional and Lauderhill Muck soils predominate west of the Palmetto Expressway in areas that have not been rock mined or developed. These soils have severe limitations for building because of ponding and excess humus, low strength and great depth to rock. Soils in the remaining undeveloped areas east and north of the Palmetto Expressway are poorly drained sands, which range in depth from two to four feet.

Land elevations in the area northwest of the Palmetto Expressway are four to five feet above mean sea level (msl). Under average annual rainfall conditions, the groundwater table slopes from about four feet msl in the west to 2.5 feet msl at the eastern edge of the area. During periods of prolonged heavy rainfall, the water table is near the land surface in most of the area west of the Palmetto Expressway and above the land surface in the area west of the Turnpike Extension.

A summary of the environmental conditions for Application 5 is presented in Table B-1.

Flood Protection

The portion of Study Area B west of the Palmetto Expressway, where the application area is located, is a flat, poorly drained region of former Everglades. Even with the construction of the flood control canal system, this area has very poor flood protection. Traditional drainage by gravity canals cannot be relied upon because the land west of the Palmetto Expressway is lower than either the urban areas to the east or the Water Conservation Areas to the west. During severe storms, gravity canals do not remove water until the higher land to the east has drained. Therefore, inundation or a high water table can result in flooding for many days after a storm has passed.

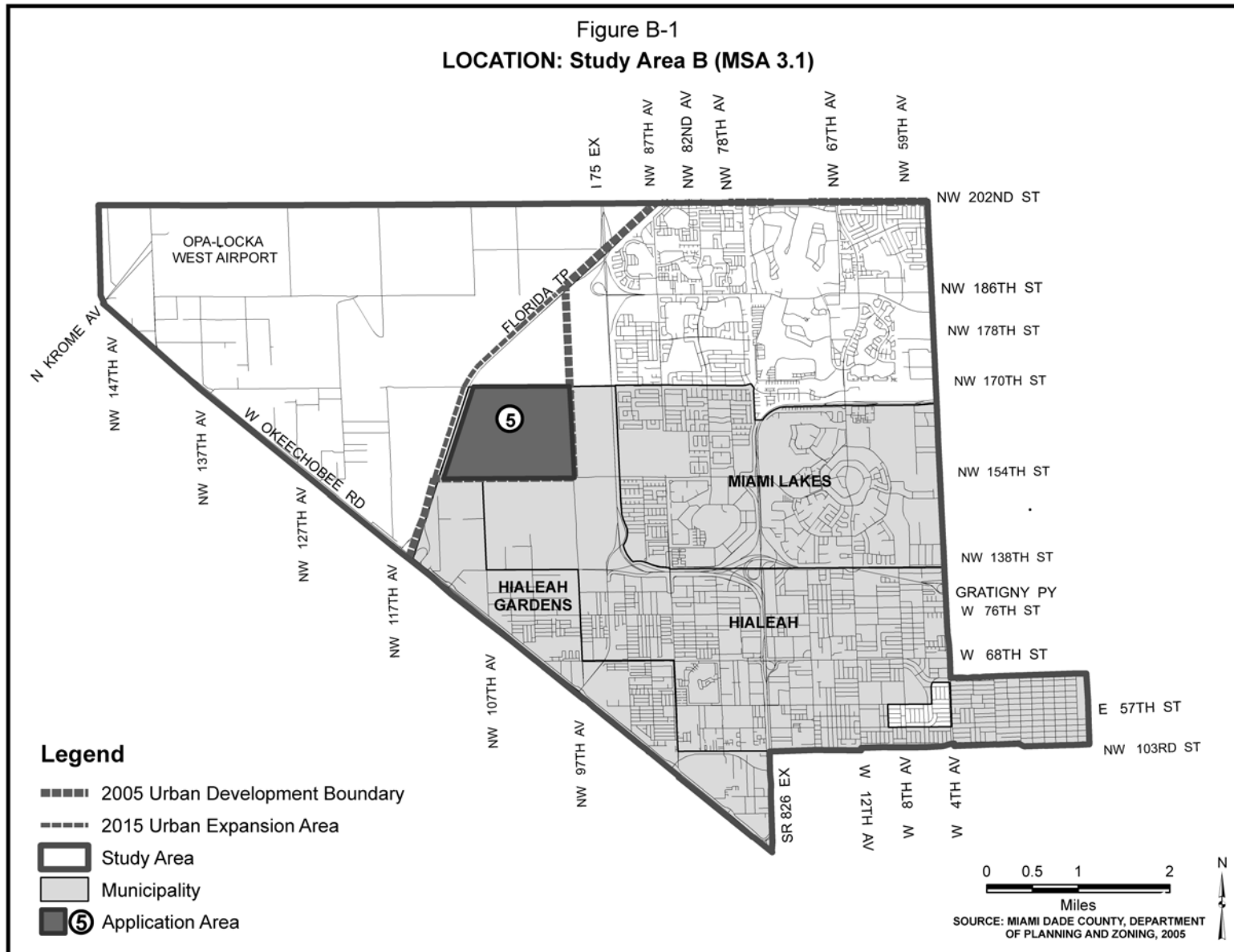


Table B-1
Environmental Conditions
Study Area B

	Application Number
	5
<u>Flood Protection</u>	
County Flood Criteria (NGVD)	7.0 feet
Stormwater Management Requirements	5-year storm
Drainage Basin	C-9/Basin B
Federal Flood Zone	ZONE AE
Hurricane Evacuation Zone	NO
<u>Biological Conditions</u>	
Wetlands Permits Required	YES, Class IV
Native Wetland Communities	NO
Natural Forest Communities	NO
Endangered Species Habitat	NO
<u>Other Considerations</u>	
Within Wellfield Protection Area	NO
Archaeological/Historical Resources	NO
Solid Waste	YES, Class VI possible
Source:	Miami-Dade Department of Environmental Resources Management; Office of Community Development, Historic Preservation Division; Miami-Dade Department of Planning and Zoning, 2004.

The application site is located in Basin B, where special development criteria for water management and flood protection must be met through the set-aside of areas to be converted into lakes or dry detention areas. The site lies within Federal Flood Zone AE 6 and may flood during a 100-year storm. Development of properties located within flood zones is based on the requirements of Chapter 11C of the Miami-Dade County Code. The proposed application will increase stormwater runoff within the boundaries of the property due to an increase in impervious surface. Developers will be required to provide flood protection by constructing an on-site drainage system capable of fully retaining a 5-year storm. All storm water runoff must be fully contained on-site without adverse impact to adjacent properties, and all excess runoff must be directed into a lake or dry retention area.

Applicants building in this area will be required to obtain an Environmental Resource Individual Permit from the South Florida Water Management District. Permits for development of this property may also be required from the Army Corps of Engineers and the Florida Department of Environmental Protection. It is the applicant's responsibility to contact these agencies.

Wetlands

The application site is located within the East Turnpike Wetland Basin. While a portion of the area has been impacted, jurisdictional wetland areas, as defined by Section 24-5 of the Code, still exist on-site. Therefore, a Class IV Wetland Permit with appropriate mitigation to offset any

proposed wetland impacts will be required prior to construction in wetlands. The applicant is strongly advised to contact DERM staff for wetland permitting procedures and requirements.

Forest Resources

The Application site does not contain protected tree resources or identified endangered species habitat. Any tree mitigation necessary will be addressed in the Class IV Wetland Permit.

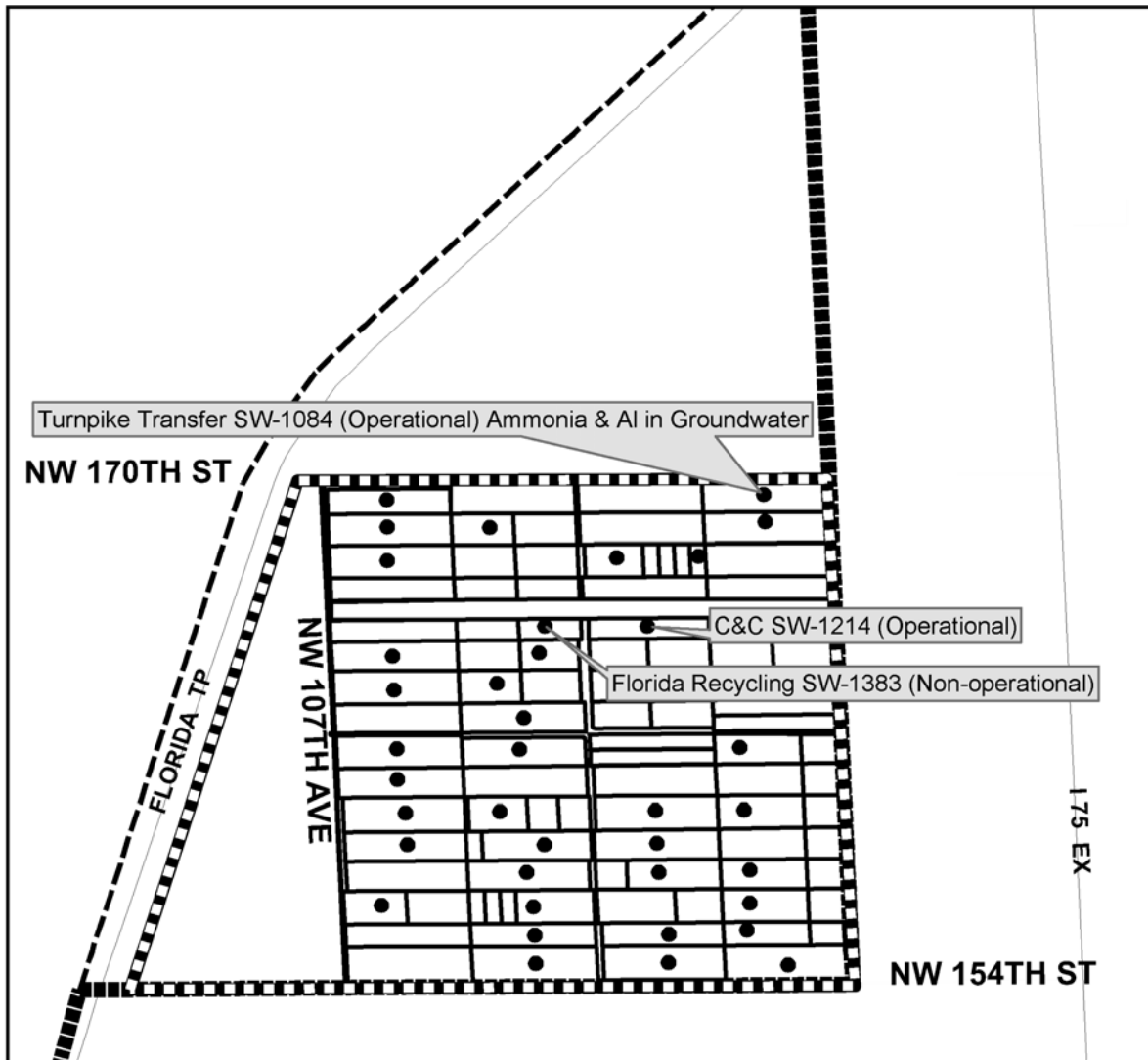
Historical and Archeological Resources

The Office of Historic Preservation has determined that the application area does not contain any areas of archaeological or historical importance.

Other Considerations

As shown in Figure B-2, the land area encompassing Application No. 5 contains an abundance of landfills. Seepage from these landfills has caused contaminants to be in the groundwater ammonia, iron and aluminum all exist in the groundwater at various locations and at levels which exceed County standards. Use of the land for urban purposes will require remediation of these conditions. A Class VI permit is required for drainage systems to be installed in nonresidential projects.

Figure B-2
APPLICATION NO. 5
LANDFILL SITES



Application Area



2005 Urban Development Boundary



2015 Urban Expansion Area

Peerless Properties

Ammonia & Fe in groundwater

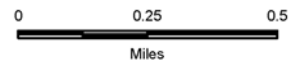
Associated SW Tracking Numbers

1060, 1070, 1089, 1152, 1126, 1143,
1051, 1164, 1236, 1125, 1437, 1096,
1380, 1106, 1048, 1153, 1116, 1094,
1139, 1167, 1232, 1066, 1404, 1406,
1188, 1110, 1138, 1053, 1099, 1123,
1135, 1140, 1180, 1407, 1377, 1199,
1122, 1131, 1141, 1154, & 1107

(All Non-operational)

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SOURCE: MIAMI-DADE COUNTY, DEPARTMENT
OF PLANNING AND ZONING, 2005



Land Use Patterns Within Study Area B

The overall character of the developed portion of the study area is primarily a mix of various types of residential uses along with industrial and office uses. Residential areas include a range of housing from detached, single-family dwelling units to attached, multi-family dwelling units at medium density. The industrial tracts are largely oriented to the expressway and major thoroughfare systems. The northwest portion of this study area is mostly used for either extractive industries, some agriculture or is undeveloped. Opa-Locka West General Aviation Airport is also located in the far northwestern corner of the Study Area. Commercial developments within the Study Area are relatively contained and distributed throughout the developed portion of the area as nodes at major intersections. The area is also served largely by major commercial centers adjoining but outside of the Study Area. A summary of the Existing Land Uses for the Application Sites is presented in Table B-2.

Table B-2
Existing Land Uses Within and Adjacent to Application Area
Study Area B

Application No.	Application Area	Adjacent to Application Area on the:			
		North	East	South	West
5	Vacant (AU) Agriculture Utilities	Agriculture (AU)	Vacant (AU) Agriculture (AU)	Water	Vacant (AU)

Note: Zoning on vacant and agriculture parcels is noted in parentheses ().

Future Land Use Patterns. The urbanized portion of Study Area B located east of I-75 is designated primarily for Low Density and Low-Medium Density residential development, with the area west of I-75 designated for a mixture of residential, open land and industrial uses. An additional portion of the area west of NW 97 Avenue is projected for urban expansion after the year 2005. Additional commercial nodes are planned at some major intersections, and some large commercial and industrial/office areas are designated in the Country Club of Miami area.

Application No 5

Application No. 5 is a large-scale amendment seeking redesignation of approximately 794 acres area from “Open Land” to “Industrial and Office”. Application No. 5 is bound by NW 170 Street on the north, NW 154 Street on the south, NW 97 Avenue on the east, and the Florida Turnpike on the west. The eastern 2/3 of the application area is within the City of Hialeah and the western 1/3 (triangular shaped parcel) area is within the City of Hialeah Gardens. Miami-Dade County retains jurisdiction over land use decisions in this area because the application lies outside the Urban Development Boundary.

This change is being requested by the City of Hialeah to allow implementation of the City’s Hialeah Heights amendments to the municipal Master Plan.

Existing Land Use Patterns. Current zoning and the existing land use patterns promoted by the Land Use Plan map are presented in Figures B-3, B-4 and B-5, above. As shown in Figure B-4, Application No. 5 is currently zoned AU (Agriculture), as are lands to the north, west, and east of the application area. The area located south of Application 5 is zoned GU (use depends on character of neighborhood). The area located east of I-75 is predominantly zoned RU-1 (single family residential) and RU-3M (multifamily residential).

As shown in Figure B-5, the western portion of Application No. 5 consists of two large excavated lakes. The remaining square mile of land is rural in character, and is either vacant or utilized for small farms or construction and demolition debris landfills.



Future Development Patterns. Figure B-6 depicts that portion of the CDMP Land Use Map surrounding the application site. The land use designation for Application No. 5 is “Open Land”. The application site is located in Open Land Subarea 1, the Snake-Biscayne Canal Basin. Land uses allowed in this area include rural residential development at 1 dwelling unit per 5 acres, limestone quarrying and ancillary uses, compatible institutional uses, public facilities, utility and communications facilities, recreational uses and seasonal agriculture. Lands located directly north and west of the application area are also designated “Open Land”. To the south, the large excavated lakes are designated “Water” while the land portion is designated “Industrial”. The land use designation for properties located immediately east of the application site is “Low Density Residential with a One Density Increase with Urban Design”. The eastern and southern boundaries of Application No. 5 coincide with the adopted 2005 Urban Development Boundary, and the application site is located within the 2015 Expansion Area.

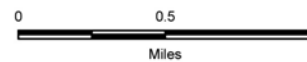
The City of Hialeah’s Evaluation and Appraisal Report, indicates that the land west of NW 97 Avenue will be “Industrial” as agreed to in the annexation Interlocal Agreement with Miami-Dade County.

Figure B-3
AERIAL PHOTO: APPLICATION NO. 5



2005 AERIAL

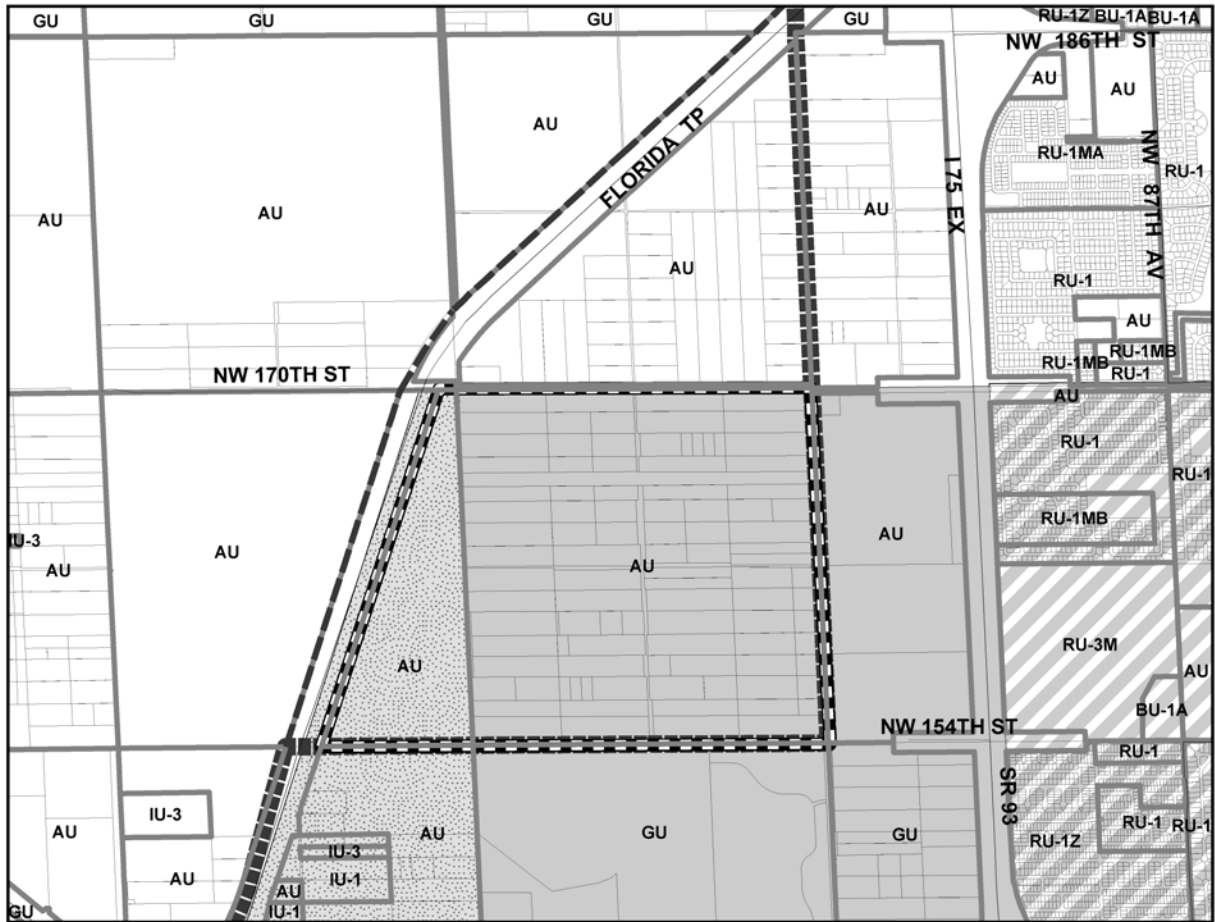
-  APPLICATION AREA
-  2005 URBAN DEVELOPMENT BOUNDARY
-  2015 URBAN EXPANSION AREA



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT
OF PLANNING AND ZONING, 2005



Figure B-4
APPLICATION NO. 5
CURRENT ZONING MAP



APPLICATION AREA



2015 URBAN EXPANSION AREA



2015 URBAN EXPANSION AREA



UNINCORPORATED MIAMI-DADE



HIALEAH



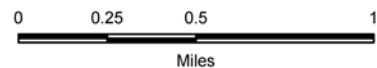
HIALEAH GARDENS



MIAMI LAKES

MIAMI-DADE ZONING DISTRICTS

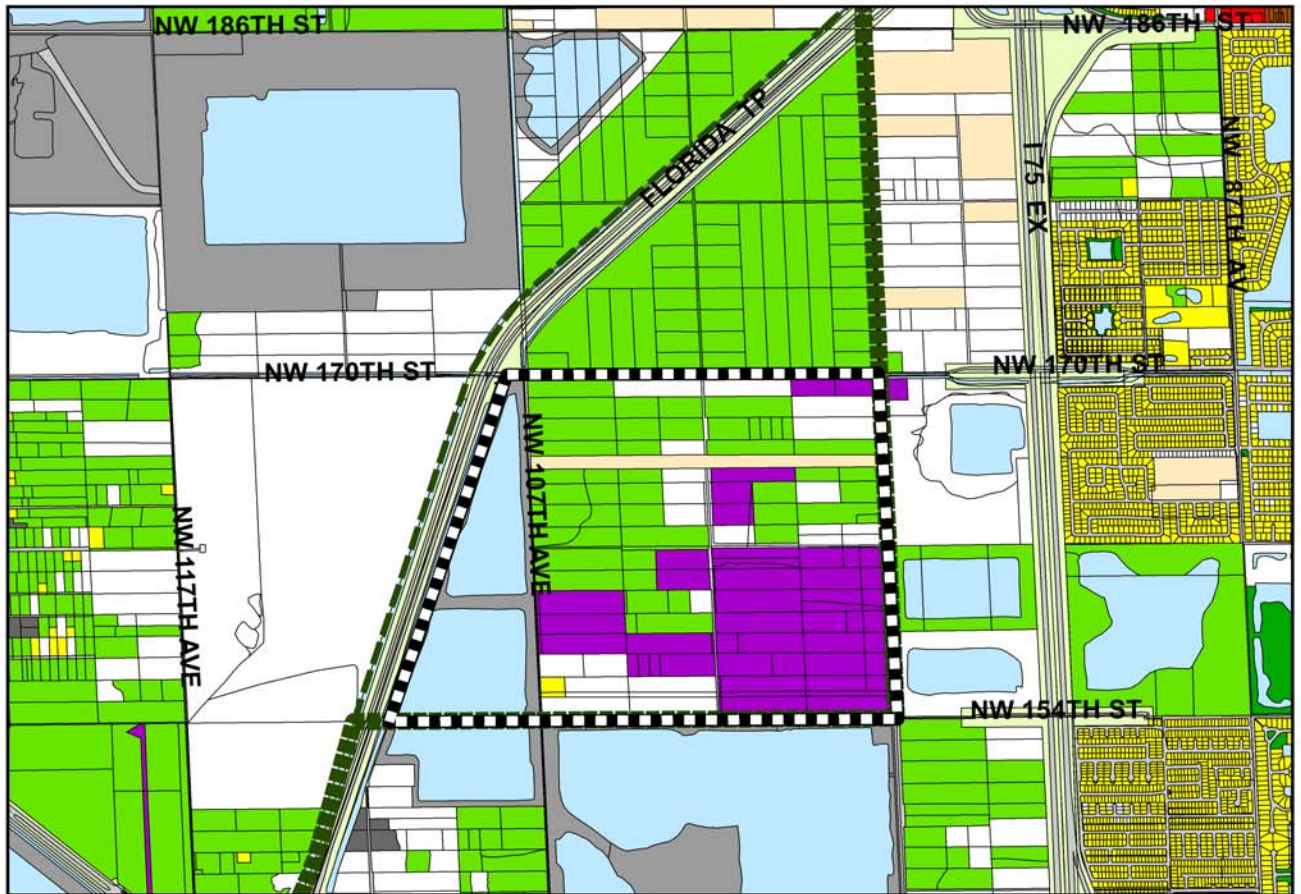
GU	INTERIM - USES DEPEND ON CHARACTER OF NEIGHBORHOOD, OTHERWISE EU-2 STANDARD APPLY
AU	AGRICULTURE - RESIDENTIAL 5 ACRES GROSS
RU-1	SINGLE FAMILY RESIDENCE 7,500 SQ. FT. NET
RU-12	SINGLE FAMILY ZERO LOT LINE 4,500 SQ. FT. NET
RU-1 (M) (a)	MODIFIED SINGLE FAMILY 5,000 SQ. FT. NET
RU-1 (M) (b)	MODIFIED SINGLE FAMILY 6,000 SQ. FT. NET
RU-3M	MINIMUM APARTMENT HOUSE 12.9 UNITS / NET ACRE
BU-1A	LIMITED BUSINESS
IU-1	INDUSTRIAL-LIGHT
IU-3	INDUSTRIAL-UNLIMITED



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005



Figure B-5
APPLICATION NO. 5
EXISTING LAND USE



- APPLICATION AREA
- 2005 URBAN DEVELOPMENT BOUNDARY
- 2015 URBAN EXPANSION AREA
- 2003 EXISTING LAND USE**
- SINGLE-FAMILY
 - TWO-FAMILY DUPLEXES
 - MOBILE HOME PARKS
 - TOWNHOUSES
 - LOW-DENSITY MULTI-FAMILY
 - HIGH-DENSITY MULTI-FAMILY
 - TRANSIENT-RESIDENTIAL (HOTEL, MOTEL)
 - COMMERCIAL, SHOPPING CENTERS, STADIUMS
 - OFFICE
 - INSTITUTIONAL
 - INDUSTRIAL EXTRACTION
 - INDUSTRIAL
 - AIRPORTS, PORTS

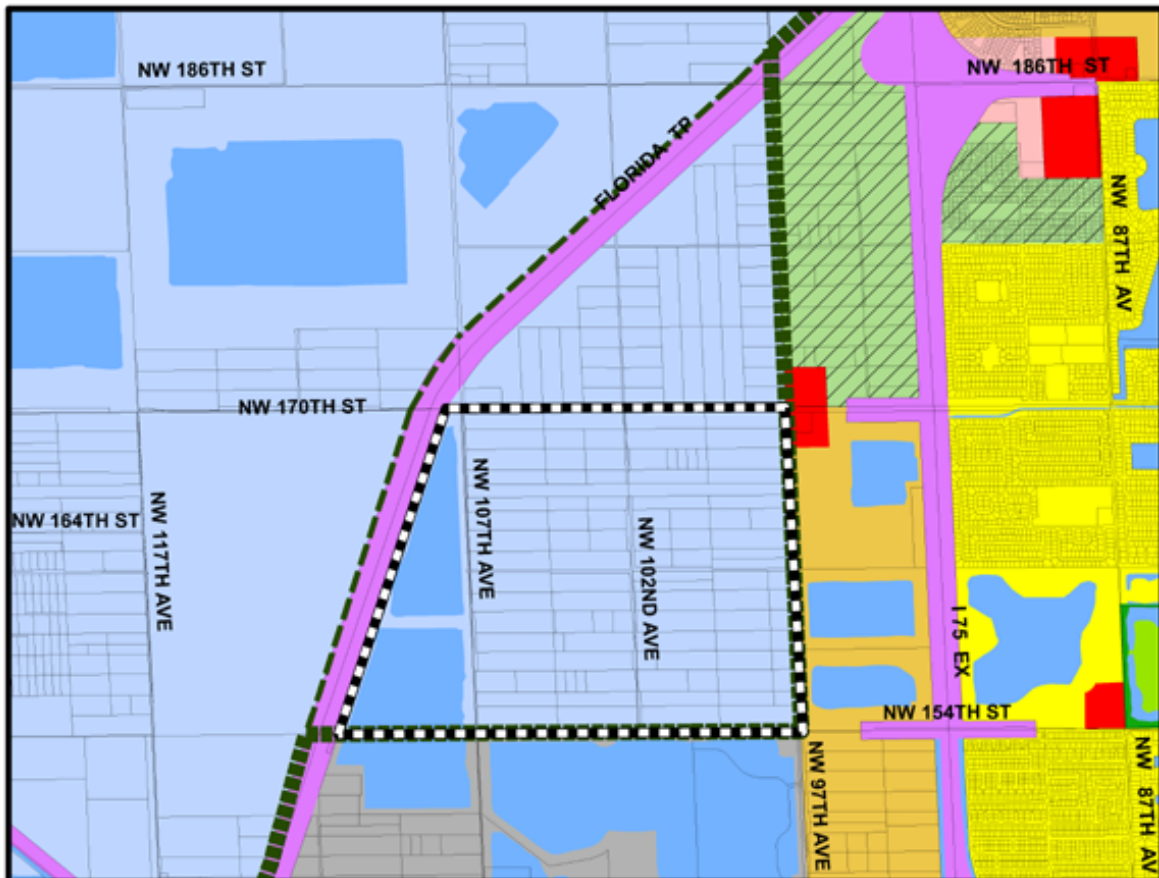
- 2003 EXISTING LAND USE (cont'd)**
- COMMUNICATIONS, UTILITIES, TERMINALS
 - STREETS, ROADS, EXPRESSWAYS, RAMPS
 - STREETS, EXPRESSWAYS R/W
 - AGRICULTURE
 - PARKS, PRESERVES, CONSERVATION AREAS
 - WATER CONSERVATION AREAS
 - VACANT, GOVERNMENT OWNED
 - VACANT, PROTECTED, PRIVATELY OWNED
 - VACANT, UNPROTECTED
 - INLAND WATERS
 - OCEAN, BAY WATERS

0 0.25 0.5 1
Miles

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005



Figure B-6
APPLICATION NO. 5
CDMP LAND USE PLAN



LEGEND



APPLICATION AREA



2005 URBAN DEVELOPMENT BOUNDARY



2015 EXPANSION AREA BOUNDARY

CDMP LAND USE



RESIDENTIAL COMMUNITIES



LOW DENSITY RESIDENTIAL (LDR) 2.5-6 DU/AC



LOW-MEDIUM DENSITY RESIDENTIAL (LMDR) 5-13 DU/AC



(DI-1) ONE DENSITY INCREASE WITH URBAN DESIGN



INDUSTRIAL AND OFFICE



BUSINESS AND OFFICE



OFFICE/RESIDENTIAL



OPEN LAND



ENVIRONMENTALLY PROTECTED PARKS

CDMP LAND USE (cont'd)

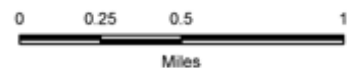


WATER



TRANSPORTATION

NOTE: This figure is a graphic representation drawn at a different scale than the Official Adopted 2005 and 2015 Land Use Plan (LUP) map, which was adopted at a scale of one inch to a mile. The LUP map with subsequent adopted amendments, governs where this figure differs.



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005



Supply and Demand for Industrial Land

At the beginning of 2004, the existing supply of vacant industrial land in Study Area B (MSA 3.1) consisted of 743.9 acres. The absorption of such land over the 2003 to 2025 period is projected at an average annual rate of 9.74 acres. Over 960 acres of industrial land is currently in use (See Table B-3 below). Based on the projected rate of absorption, the existing supply of industrial zoned land in the study area would last well beyond the year 2025.

Table B-3
Projected Absorption of Land for Industrial Uses
Indicated Year of Depletion and Related Data
Study Area B

MSA	2004 Vacant Industrial Land (acres)	2004 Industrial Land in Use (acres)	Average Annual Absorption Rate 2003-2025 (acres)	Indicated Year of Depletion
3.1	743.9	962.3	9.74	2025+

Source: Miami-Dade County, Department of Planning and Zoning, Planning Division, Planning Division, Research Section, July 2005.

Roadways

Existing Conditions

Figure B-7 illustrates the existing arterial roadway network serving this Truncated Study Area. East-west arterials include NW 202, NW 183/186 (SR 860), NW 170/169, NW 154, NW 138, NW 122 and NW 103 Streets. North-south arterials and expressways include NW 107 and NW 97 Avenues, from NW 138 Street to Okeechobee Road, NW 87 Avenue, the Homestead Extension of the Florida Turnpike (HEFT)/SR 821, Interstate 75 (I-75), and the Palmetto Expressway (SR-826). Okeechobee Road runs through the study area in a diagonal direction from the northwest to the southeast.

Figure B-7
ROADWAYS: Application No. 5

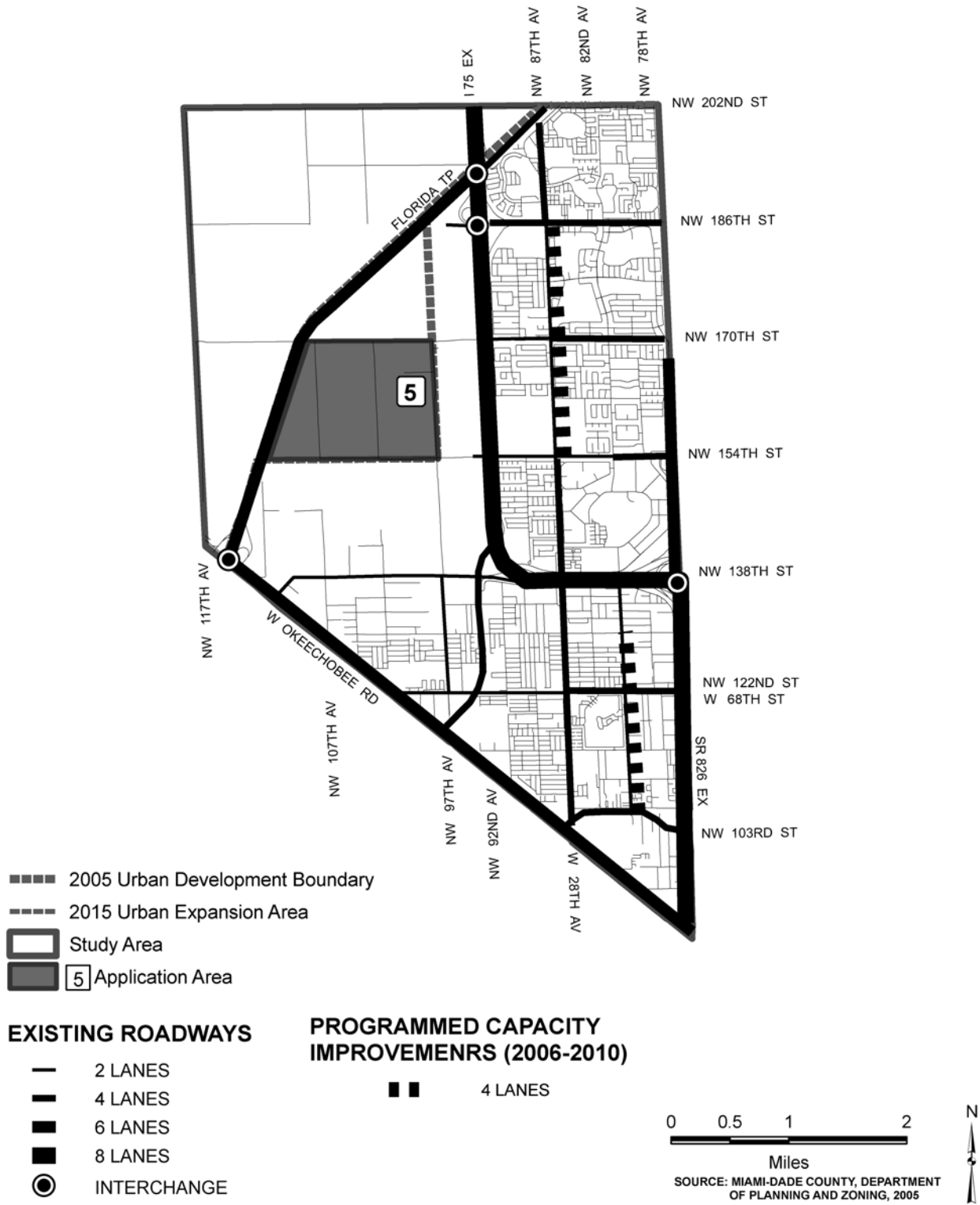


Figure B-8 shows and Table B-4 lists the current traffic conditions on the major roadways within this Truncated Study Area. Existing traffic conditions in this area range from uncongested level of service (LOS C or better) on the HEFT, I-75, SR 826, NW 170/169, NW 154, NW 138 and NW 103 Streets and NW 87 Avenue to extremely congested level of service (LOS F) on NW 122 Street.

Table B-4
Existing Traffic Conditions
Roadway Lanes and Peak Period Operating Level of Service (LOS)
Truncated Study Area B

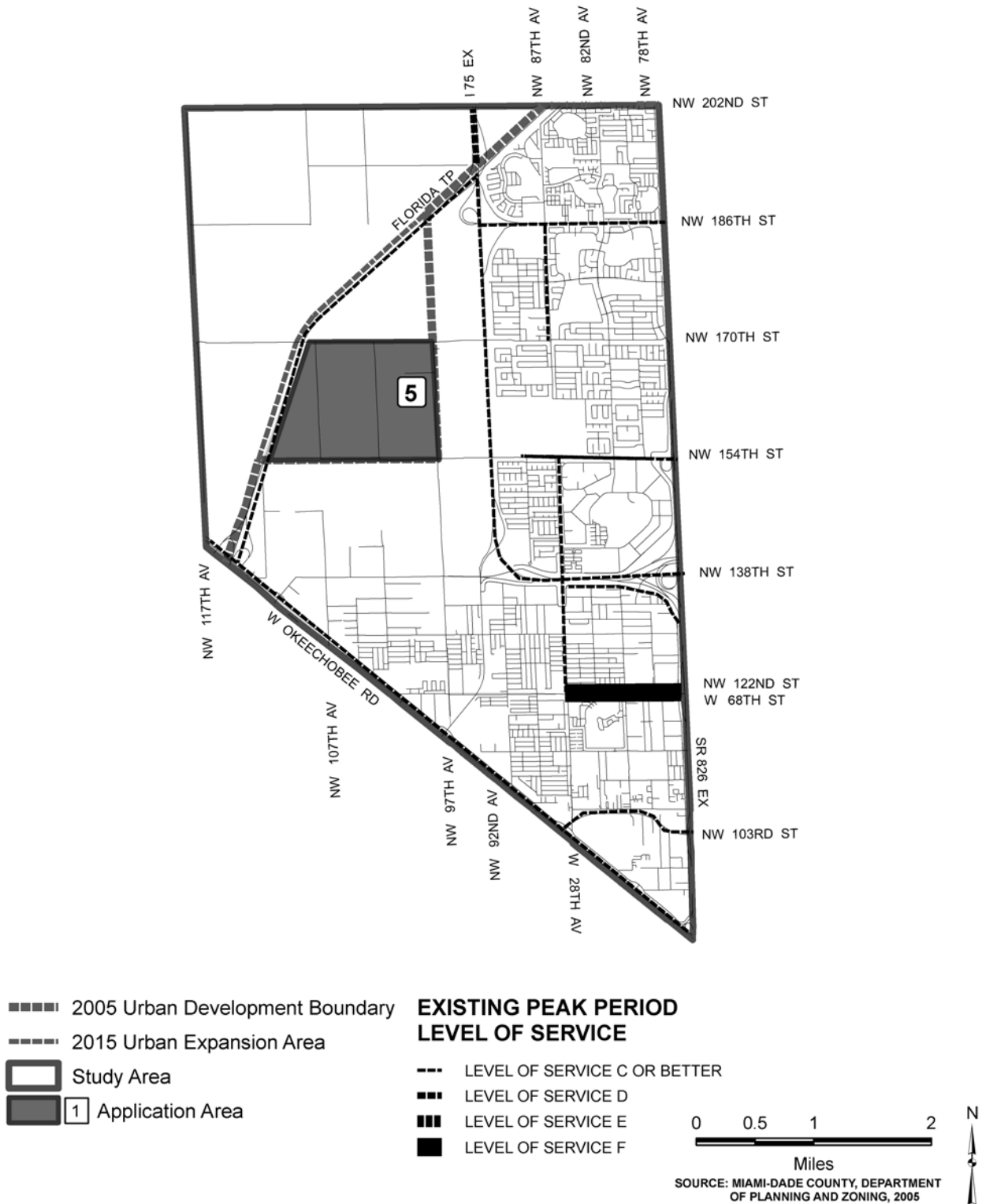
Roadway	Location/Link	Lanes	LOS Std.*	LOS
SR 821 (HEFT)	I-75 to Okeechobee Rd. / SR 25	6 LA	D	A (98)
	Okeechobee Road to SR 836	6 LA	D	A (98)
I-75	SR 821 (HEFT) to Broward County Line	8 LA	D	D (01)
	SR 821 (HEFT) to Miami Gardens Drive	8 LA	D	C (01)
	Miami Gardens Drive to West 84 Street	8 LA	D	C (01)
	W. 84 Street to SR 826	8 LA	D	C (00)
SR 826 (Palmetto Expressway)	NW 67 Avenue to NW 138 Street	6 LA	D	C (01)
	NW 122 Street to NW 138 Street	8 LA	D	C (01)
	NW 103 Street to NW 122 Street	8 LA	D	C (01)
	SR 25 to NW 103 Street	8 LA	D	C (01)
NW 87 Avenue (Galloway Road)	NW 154 Street to NW 122 Street	4 UD	D	B (01)
	NW 186 Street to NW 170 Street	2 UD	D	C (01)
U.S. 27 (Okeechobee Road)	SR 826 to SR 821 (HEFT)	6 DV	D	A (00)
	SR 821 to Krome Avenue	4 DV	C	A (00)
NW 103 Street	SR 826 to Okeechobee Road	4 DV	E	C (04)
NW 122 Street	SR 826 to NW 87 Avenue	4 DV	D	F (04)
NW 138 Street	SR 826 to NW 87 Avenue	2 UD	D	C (04)
NW 154 Street (Miami Lakes Drive)	SR 826 to NW 84 Avenue	4 DV	D	C (04)
	NW 84 Avenue to NW 92 Avenue	2 UD	D	C (04)
NW 169 / 170 Street	NW 77 Avenue to NW 87 Avenue	2 UD	D	B (04)
NW 183 / 186 Street (Miami Gardens Drive)	NW 67 Avenue to NW 77 Avenue	4 DV	E	B (01)
	NW 77 Avenue to I-75	4 DV	E	B (00)

Source: Miami-Dade County Department of Planning and Zoning; Miami-Dade Public Works Department and Florida Department of Transportation, July 2005.

Note: () in LOS column identifies year traffic count was revised/updated
DV= Divided Roadway, UD= Undivided Roadway, LA Limited Access
(UIA) means those roadways located inside the County's Urban Infill Area, a designated transportation concurrency exception area.

*LOS Std. means the adopted minimum acceptable peak period Level of Service standard for all State and County roadways.

Figure B-8
EXISTING ROADWAYS LEVEL OF SERVICE: Application No. 5



Traffic Concurrency Evaluation

Most of the Truncated Study Area is located within the 2005 Urban Development Boundary (UDB); however, the area west of Theoretical NW 97 Avenue and north of Theoretical NW 170 Street is located outside the 2005 UDB.

Application No 5 is a 748.27-acre site located between Theoretical NW 170 and NW 154 Streets and between the HEFT and Theoretical NW 97 Avenue. Access to this site, if approved, would be from NW 107 and NW 97 Avenues and NW 170 and NW 154 Streets. These adjacent roadways to the Application site do not exist or are dirt roads. Therefore, no traffic count stations are available for those roadways in the vicinity of the application site. No information regarding existing and concurrency operating levels of service (LOS) are available for these roadways. Traffic concurrency analysis was performed for I-75, NW 170 and NW 154 Streets, west of I-75, in the vicinity of the Application site.

An evaluation of peak-period traffic concurrency analysis, as of July 12, 2005, in this Truncated Study Area, which considers reserved trips from approved developments not yet constructed and programmed roadway capacity improvements not yet constructed, predicts that I-75, from the Miami-Dade/Broward County Line to the HEFT and from NW 186 Street to NW 92 Avenue/Hialeah Gardens Boulevard, and NW 154 Street, between NW 92 and NW 84 Avenues, will operate at the adopted LOS D standard applicable to these roadways. Currently, these roadway segments are operating at LOS C (see Figure B-9).

Also, the traffic concurrency evaluation reveals that the roadways identified in Table B-5, below, might soon run out of service capacity.

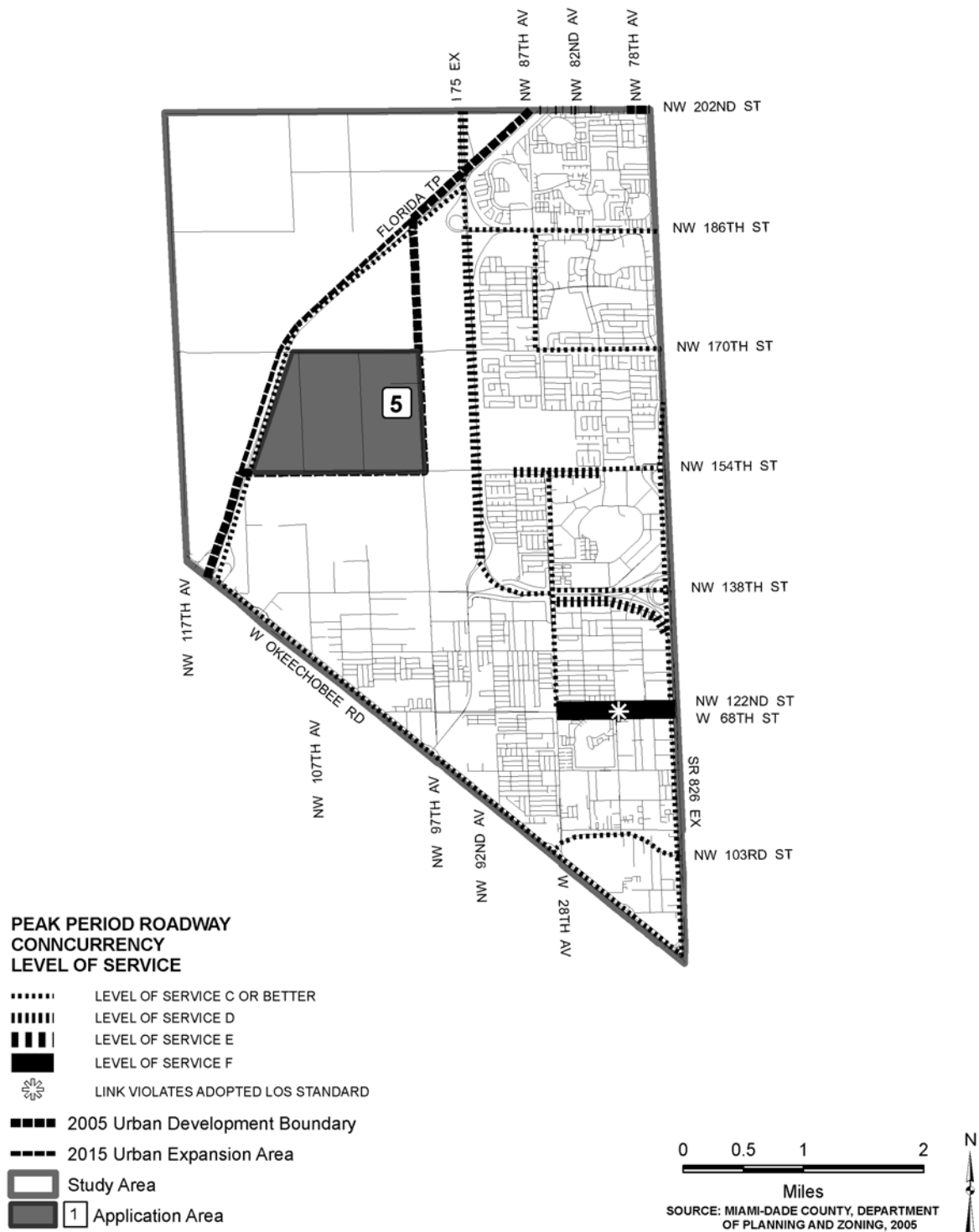
Table B-5
Roadway Segments That May Soon Run Out Of Capacity
Truncated Study Area B

Roadway Segment	Trips Left
U.S. 27 (Okeechobee Road) between SR 821 (HEFT) and Krome Avenue	160
NW 183 Street (Miami Gardens Drive) between I-75 and NW 77 Avenue	196
NW 138 Street from SR 826 (Palmetto Expressway) to NW 84 Avenue	143
NW 154 Street from NW 84 Avenue to NW 92 Avenue	102
NW 170 Street from NW 87 Avenue to NW 77 Avenue	228

Source: Miami-Dade County Public Works Department, Florida Department of Transportation, July 2005.

Other expressway and arterials that are currently monitored show acceptable peak period concurrency LOS conditions.

Figure B-9
ROADWAY CONCURRENCY LEVEL OF SERVICE: Application No. 5



Future Conditions

Table B-6 lists and Figure B-7 shows the capacity improvements programmed within this Truncated Study Area for Fiscal Years 2006-2010. One of the more significant projects is the four-lane widening of NW 87 Avenue from NW 154 and NW 186 Streets.

Table B-6
Programmed Roadway Capacity Improvements
Fiscal Year 2006-2010
Truncated Study Area B

Roadway	From	To	Type of Improvement	Fiscal Year
Barbara Goleman High School Access Road	Access roadway to school		2 Lanes	UC
NW 87 Avenue	NW 138 Street	NW 154 Street	Bridge over I-75	UC
SR 826 (Palmetto Expressway)	North of FEC Railroad	NW 103 Street	Widen to 10 Lanes	2005-06
NW 138 Street Bridge	Bridge over Miami River Canal		2 Lanes	2005-06
NW 87 Avenue	NW 154 Street	NW 186 Street	Widen to 4 Lanes	2006-07
NW 82 Avenue (West 24 Avenue)	NW 107 Street (West 52 Street)	NW 130 Street (West 76 Street)	Widen to 5 Lanes	2008-10

Source: 2006 Transportation Improvements Program, Miami-Dade Metropolitan Planning Organization, June 2005

Additional roadway capacity improvements planned for this Truncated Study Area in the years 2006-2015 are identified in Table B-7.

Table B-7
Planned Roadway Capacity Improvements
Fiscal Years 2005-2015

Roadway	From	To	Type of Improvement	Priority
NW 107 Avenue	Okeechobee Road	NW 138 Street	Widen to 5 Lanes	I
NW 138 Street	NW 107 Avenue	NW 97 Avenue	Widen to 5 Lanes	I
NW 122 Street	Okeechobee Road	NW 87 Avenue	Widen to 5 Lanes	I
I-75	At NW 154 Street		New Interchange	II
Okeechobee Road	Krome Avenue	NW 95 Street	Grade Separated Free Flow Lanes at Krome Avenue, NW 138 Street and NW 95 Street	II

Source: Miami-Dade Transportation Plan to the Year 2030, Miami-Dade County Metropolitan Planning Organization, December 2004.

Priority I – Project improvements scheduled to be funded by the year 2009

Priority II – Project improvements planned to be funded between 2010 and 2015

The planned roadway network for 2015 is shown in Figure B-10, and the projected 2015 peak-period LOS assuming implementation of all programmed and planned roadway capacity improvements is shown in Figure B-11. Future roadway conditions are projected to deteriorate to LOS F, or exceed their LOS standards by 2015 on the following roadway segments in the vicinity of the Application:

Roadway Segment	Volume-to-Capacity Ratio W/O Application	Volume-to-Capacity Ratio With Application
I-75 from Miami Gardens Drive to NW 154 Street	1.02 – 1.06	1.04- 1.08
I-75 from NW 154 Street to NW 138 Street Ramp	0.99	1.11
SR 826 from NW 122 Street to I-75	1.33	1.35
SR 826 from NW 154 Street to NW 68 Ave.	1.19 – 1.20	1.21 – 1.22
NW 107 Ave. from NW 138 Street to NW 154 Street	0.79 – 0.81	1.29 – 1.35
NW 97 Ave. from NW 130 Street to NW 138 Street	1.18	1.24
NW 97 Ave. from NW 154 Street to NW 170 Street	0.85 – 0.89	1.13 – 1.45
NW 87 Avenue from I-75 to NW 154 Street	1.35	1.49
NW 116 Way from U.S 27 to NW 122 Street	1.07	1.12
NW 170 Street from NW 97 Ave. to NW 87 Ave.	0.91	1.47
NW 170 Street from NW 87 Ave. to NW 77 Ave.	1.04 – 1.08	1.07 – 1.47
NW 154 Street from NW 102 Ave to NW 97 Ave.	0.51	1.18
NW 154 Street from NW 97 Ave. to NW 87 Ave.	1.08 – 1.53	1.47 – 1.85
NW 154 Street from NW 87 Ave. to SR 826	1.24 – 1.54	1.28 – 1.63
NW 138 Street from NW 97 Ave. to I-75	1.82	2.04
U.S 27 from SR 821 (HEFT) to NW 138 Street	1.38	1.42

Source: Gannet Fleming, Inc., Metropolitan Planning Organization, July 2005.

Application Impacts

Application No. 5 is an approximately 748.27-acre site located north of NW 154 Street, south of NW 170 Street, east of the HEFT, and west of NW 97 Avenue. Access to the Application site is currently limited to Theoretical NW 97 Avenue since the area surrounding this site is largely undeveloped. Future access to the Application site would likely be from NW 170 or NW 154 Streets and NW 107 or NW 97 Avenues. Roadways east and south of the Application site are currently operating at acceptable levels of service. However, traffic concurrency analysis performed for I-75, NW 170 and NW 154 Streets indicates that the segments of I-75 between the Miami-Dade/Broward County Line and the HEFT and from NW 186 Street/Miami Gardens Drive and NW 92 Avenue/Hialeah Gardens Boulevard, and NW 154 Street, from NW 92 and NW 84 Avenues, are projected to operate at LOS D, the adopted LOS standard applicable to these roadways.

Figure B-10
PLANNED YEAR 2015 ROADWAY LANES: APPLICATION NO. 5

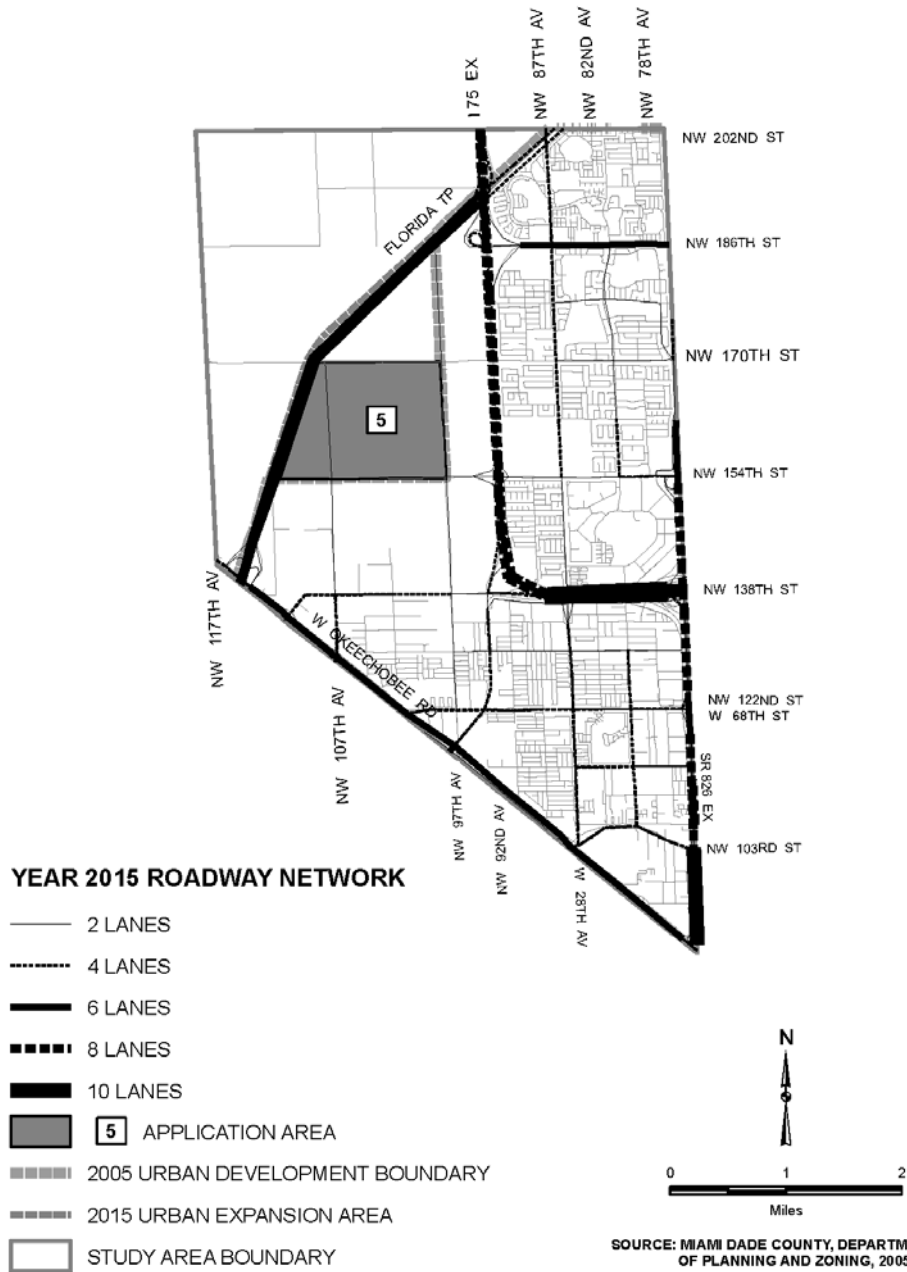


Figure B-11
PROJECTED YEAR 2015 LEVEL OF SERVICE: APPLICATION NO. 5

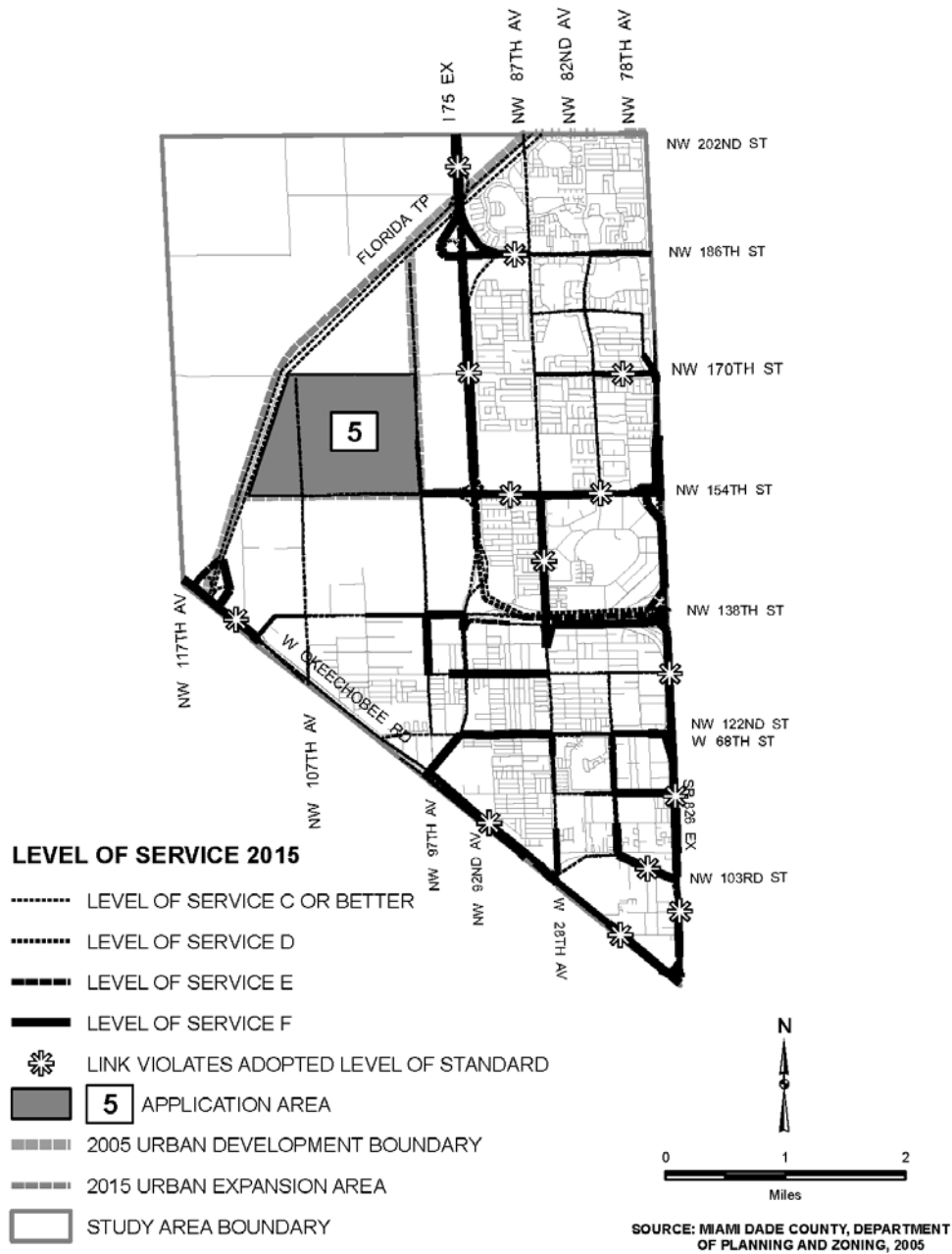


Table B-8 below identifies the estimated number of PM peak hour trips expected to be generated by the proposed development under the requested land use designation (Industrial and Office) and compares it to the development that could occur (single family dwellings) under the current CDMP designation (Open Land). Application No. 5, if developed as an industrial park, would generate approximately 12,473 more peak hour trips than under the current CDMP designation.

Table B-8
Estimated Peak Hour Trip Generation
By Current CDMP and Requested Use Designations
Truncated Study Area B

Application Number	Assumed Use For Current CDMP Designation/ Estimated No. Of Trips	Assumed Use For Requested CDMP Designation/ Estimated No. Of Trips	Estimated Trip Difference Between Current and Requested CDMP Land Use Designation
5	Open Land - Single Family Residential (149 Units) / 160	Industrial and Office - Industrial Park (16,297,320 sq. ft.) / 12,633	+12,473

Source: Institute of Transportation Engineers, Trip Generation, 7th Edition, 2003.

In analyzing the potential trip distribution, the proposed use would greatly impact the operating level of service conditions of the following roadway segments: I-75, from NW 92 Avenue/Hialeah Gardens Boulevard to SR 826, is projected to deteriorate from LOS D to LOS E; NW 154 Street, between NW 92 Avenue to NW 84 Street, would deteriorate from LOS D to LOS E; and Okeechobee Road, from the HEFT to Krome Avenue, would deteriorate from LOS A to LOS F, thus violating the adopted LOS standards, LOS D and LOS C, applicable to these roadway.

In the year 2015, a large number of roadway segments in the immediate vicinity of the application site are projected to operate at LOS F, including I-75 from Miami Gardens Drive to the NW 138 Street ramp, NW 107 Avenue from NW 138 to NW 154 Streets, NW 97 Avenue between NW 130 and NW 138 Streets and from NW 154 Street to NW 170 Streets, NW 87 Avenue from I-75 to NW 154 Street, NW 170 Street from NW 97 to NW 77 Avenues, NW 154 Street from NW 102 Avenue to SR 826, NW 138 Street from NW 97 Avenue to I-75, and Okeechobee Road (U.S. 27) from the HEFT to NW 138 Street. Some of these roadway deficiencies may be mitigated as a result of the planned roadway capacity improvements outlined in Tables B-7, including a new interchange at I-75 and NW 154 Street; however these plans remain unfunded at this time.

Transit Service

Existing Service

Metrobus Routes 33, 54, 91, Hialeah Gardens Connection, Okeechobee Connection, Gratigny Connection and Route E, serve study Area B. Table B-9 shows the existing service frequency in summary form.

Table B-9
Metrobus Route Service
Study Area B

Route No.	Weekday Headway*		Proximity in miles to App. No. 5	Feeder, Local or Express
	Peak	Off-Peak		
33	30	30	3.5	L
54	15	30	1.5	L/F
91	30	60	2.5	L
Hialeah Gardens Conn.	30	60	1.5	L/F
Okeechobee Conn.	30	30	2	L
Gratigny Conn.	30	45	3	L
E	30	60	1.75	L

Source: Miami-Dade Transit Agency, July 2005

Notes: F means feeder service to Metrorail

L means local service route

E means express service

N/A means none available

*Headway time in minutes.

Future Conditions

Transit improvements to the existing transit service in Truncated Study Area B, such as improved headways and extensions to the current routes, are being planned for the next five years as noted in the 2005 Transit Development Program (TDP) and in the People's Transportation Program (PTP). Table B-10 shows service improvements programmed for existing routes within Truncated Study Area B as well as the new routes proposed for the area.

Table B-10
Planned Transit Improvements
Study Area B

Route	Improvement Description
33	Improve peak period headways from 30 to 15 minutes. Re-route NE 10th Ave. segment via NE 96 St, Biscayne Blvd., NE 79 St., and NE 5 Ave. to route current layover. (CBOA)
68 Gratigny Connection	Improve midday headways from 60 to 30 minutes. Improve weekend headways from 60 to 30 minutes. Improve peak headways from 30 to 20 minutes. Improve peak headways from 20 to 15 minutes.
91	Extend service to the future Northeast Transit Terminal.
245 Okeechobee Connection	Improve peak headways from 30 to 20 minutes. Improve peak headways from 20 to 15 minutes.
282 Hialeah Gardens Connection	Improve weekend headways from 60 to 30 minutes Improve midday headways from 60 to 30 minutes Improve peak headways from 30 to 20 minutes Improve peak headways from 20 to 15 minutes
E	Improve peak headways from 30 to 20 minutes. Improve peak headways from 20 to 15 minutes. Streamline via NW 163 St., and add Country Club loop from Route 3. Add one late trip on Saturday and Sunday evenings from Aventura to Golden Glades. (CBOA)

Source: Miami-Dade Transit Agency, July 2005.

There are also new routes programmed for this area. They are:

New Routes	Improvement Description
NW Dade Express (SULS)	New Express route would operate from Pembroke Pines to the Palmetto Metrorail Station via I-75 and the Palmetto Expressway
SR 826	A new express route from Dadeland area to the Palmetto Metrorail Station and Westland Mall via the Palmetto Expressway, serving Dadeland Mall and the Dadeland Metrorail Station

Source: Miami-Dade Transit Agency, July 2005.

The projected bus service improvements for Truncated Study Area B are estimated to cost approximately \$960,140 in annual operating cost and a one time capital cost of \$1,716,370 for a total cost of \$ 2,676,510. These costs reflect only the cost of that portion of route improvements within Truncated Study Area B.

Application Impacts

For Truncated Study Area B, one application request was submitted to amend the CDM, Application No. 5. A trip-generation analysis was performed for Traffic Analysis Zones (TAZs 5 and 7), where Application No. 5 is requested. Only three additional transit trips are estimated to be generated by this application. If granted, there will be no variation on the transit trip generation and no expected changes beyond those already planned for the area.

Water and Sewer

Water and sewer service is provided to Study Area B by the Miami-Dade Water and Sewer Department (WASD) and the City of Hialeah.

Potable Water Supply

Potable water in this area is treated at WASD's Hialeah-Preston Water Treatment Plant for which the primary source of raw water is the Northwest, Hialeah-Preston and Miami Springs wellfields. These wellfields have a maximum permitted water withdrawal allocation of 235 million gallons per day (mgd) from the South Florida Water Management District (SFWMD). The plant has a treatment capacity of 225 mgd and had an average daily flow of 158.2 mgd during the 12-month period ending May, 2005. The plant currently has approximately 36.4 mgd, or 16.2 percent of its treatment capacity available to meet increased demands. Although most of the developed portions of Study Area B are provided with potable water service by the WASD System, the City of Hialeah distributes potable water produced at the Hialeah-Preston Plant through its own system.

Sewer Service

Study Area B is served by WASD's North District Wastewater Treatment Plant located east of Biscayne Boulevard at NE 151 Street. This facility is presently rated at a capacity of 112.5 mgd, and a utilization rate of about 83.75 percent during the 12-month period ending in May 2005. Significant portions of the developed areas in Study Area B are not provided with sanitary sewers, and many areas are served by septic tanks.

Water and Sewer Improvements

Concerns regarding sewer overflows during major storm events have resulted in the County entering into a settlement agreement with the Florida Department of Environmental Protection (FDEP) in July 1993, a First Partial Consent Decree with the U.S. Environmental Protection Agency in September 1993, and a Second and Final Partial Consent Decree in April 1994. Under these agreements, the County agreed to implement more than \$1.169 billion in improvements to the wastewater collection and treatment system. Based on projects identified in the proposed 2005-2011 six-year capital improvement program, the Miami-Dade Water and Sewer Department will continue to upgrade the countywide water and wastewater systems, specifically addressing deficiencies that are cited in the Consent Decrees.

Water and Sewer Service to Application Area

A City of Hialeah 16-inch water main and a City of Hialeah 12-inch sewer line are located approximately one mile south of the Application area, at the intersection of NW 97 Avenue (W 36 Avenue) and NW 138 Street (W 84 Street). The locations of the most proximate water and sewer connections to the site are detailed in Table B-11.

Table B-11
Available Water and Sewer Connections for Application in Study Area B

Application No.	Distance to Main	Diameter of Main (inches)	Location of Main	Utility (1)
WATER				
5	1 mile	16	NW 97 Avenue and NW 138 Street	CHDWS
SEWER				
5	1 mile	12G	NW 97 Avenue and NW 138 Street	CHDWS

(1) Utility Serving Application Area

CHDWS = City of Hialeah Department of Water and Sewer

(G = Gravity Main; F = Force Main)

Source: Department of Environmental Resources Management, 2005.

Miami-Dade Water and Sewer Department, 2005.

Sufficient capacity exists at the Hialeah/Preston Water Treatment Plant to provide for current water demand. However, there are no potable water lines available in the application area.

The sanitary sewer system currently has adequate collection/transmission and treatment capacity for the proposed subject property. Because there is no public sanitary sewer line currently available to serve the application site, however, development of the area would require the installation of one regional pump station for each quarter section (two regional pump stations).

As shown in Table B-12, the effect of the proposed amendment on water and sewer demand is an increase of 1,577,582 gpd from the existing potential demand of 52,150 gpd.

Table B-12
Water and Sewer Demand for Application in Study Area B
(in gallons per day - GPD)

Application	Water and Sewer Demand (GPD)	Change From Current Designation (GPD)
5	1,629,732	+1,577,582

Source: Miami-Dade Department of Environmental Resources Management, 2005

Miami-Dade Department of Planning and Zoning, 2005

Solid Waste

Since the Department of Solid Waste Management (DSWM) assesses capacity system-wide based, in part, on existing waste delivery commitments from both the private and public sectors, it is not possible to make determinations concerning the adequacy of solid waste disposal facilities relative to each individual application. Instead, the DSWM issues a periodic assessment of the County's status in terms of 'concurrency' – that is, the ability to maintain a minimum of five years of waste disposal capacity system-wide. The County is committed to maintaining this level in compliance with Chapter 163, Part II, F.S., and currently exceeds that standard by nearly seven (7) years (See Solid Waste section in Chapter 2 of this report).

Application 5 lies within the DSWM's waste service area for garbage and trash collections. The closest DSWM facility is Resources Recovery Facility (6990 NW 97th Avenue), which is approximately 11 miles away. Under the DSWM's current policy, only residential customers paying the annual waste collection fee and/or the Trash and Recycling Center fee are allowed the use of this type of facility. Due to the character of the request, however, there is no impact on collection services. The impact on the disposal and transfer facilities would be the incremental and cumulative cost of providing disposal capacity for DSWM Collections, private haulers and municipalities, which is paid for by the users. The DSWM is capable of providing such disposal service.

Fire and Rescue Service

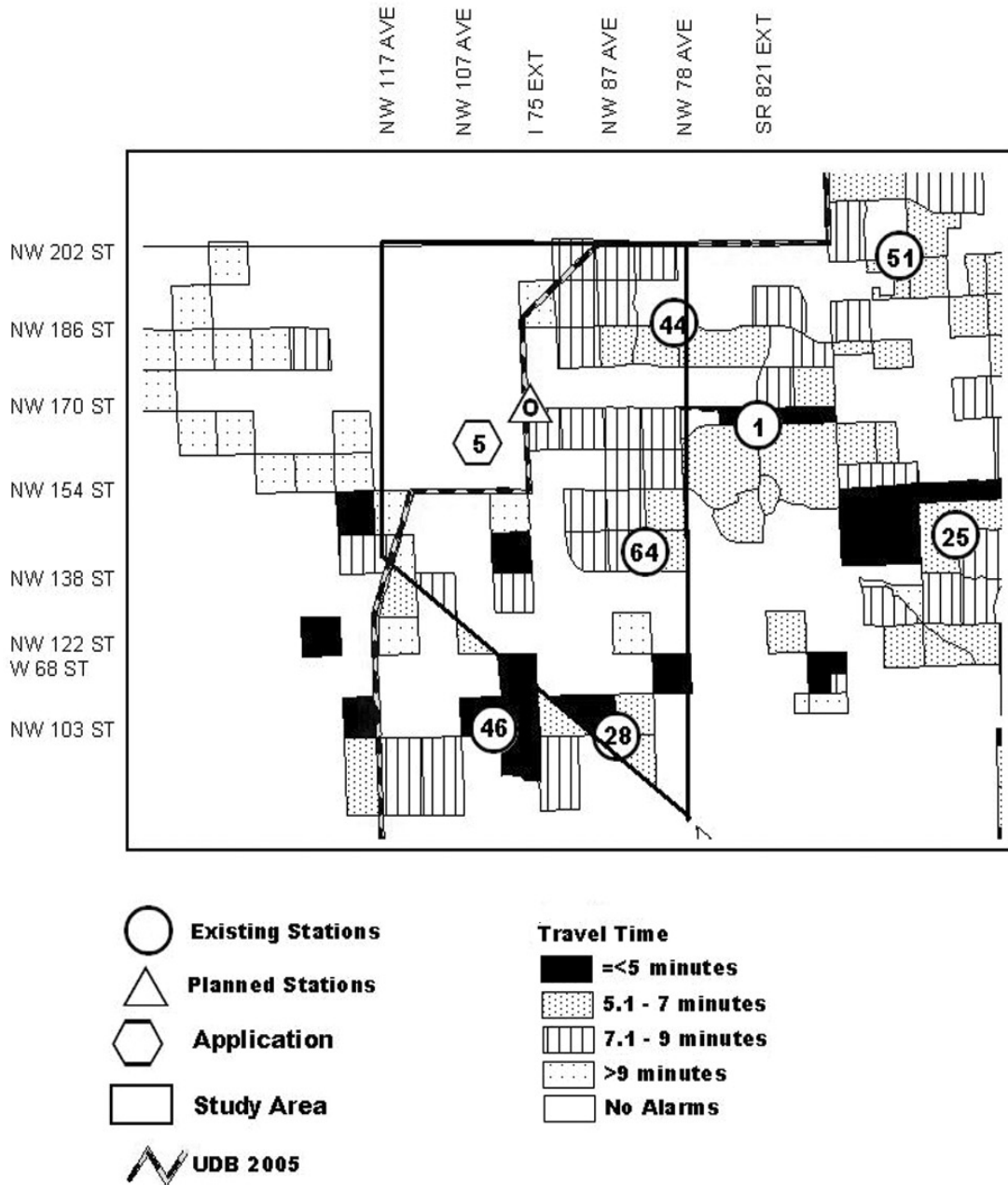
The portion of Study Area B that lies within the City of Hialeah Gardens, and therefore served by the County, is currently served by Miami-Dade Fire Rescue Stations 28, 44, and 64. In addition, the new Miami Lakes North Station (O) is scheduled for construction in fiscal year 2010-2011 in the vicinity of NW 170 Street and NW 94 Avenue (See Figure B-12).

Travel time for Life Threatening Emergencies to the area of Application No. 5 that lies within the City of Hialeah Gardens is approximately 14.0 minutes. The City of Hialeah, which has its own Fire Department, is responsible for providing fire rescue service to the remaining square mile of land in Application No. 5 that is located in the area that the City recently annexed.

The current CDMP designation (Open Land) generates a total of 40 annual alarms in the area of Application No. 5. The proposed CDMP designation (Industrial and Office) will allow a proposed potential development totaling 16,297,320 sq. ft., which is anticipated to generate 961 annual alarms. The proposed change in land use designation will result in an increased need for existing fire rescue services. When substantial development occurs, the City of Hialeah plans to construct a fire station to serve the recently annexed area that includes Application No. 5. Together, the new County and City stations will be able to mitigate impacts to existing County services resulting from the proposed amendment application.

The required fire flow for the proposed CDMP designation is 3,000 gallons per minute (gpm) at 20 pounds per square inch (psi) residual on the system. There are currently no available water mains or fire hydrants in close proximity to Application No. 5., however the provision of these facilities would be required as part of the normal development approval process.

Figure B-12
FIRE AND RESCUE: APPLICATION NO. 5



SOURCE: MIAMI-DADE COUNTY DEPARTMENT
OF PLANNING AND ZONING, AND
MIAMI-DADE FIRE DEPARTMENT, 2005

